

ARMY MOTOR TRUCK DOES GREAT WORK

Performance at Fort Myer
Astonishing to All Those Who
Saw Test.

The army officials and newspaper men who witnessed the astounding performance of a truck at Fort Myer Tuesday came away with one certain satisfaction—that, thanks to this wonderful accomplishment of the Thomas B. Jeffery Company—the Jeffery quad, four-wheel steer and drive—the United States has unquestionable "preparedness" in one important department of the army, namely, its trucks.

The quad did stunts that stamp it ideal for service in practically any sort of country. Alone, it climbed in and out of almost every sort of difficulty—mudholes, gullies, stiff grades, and embankments—with such astonishing ease that Capt. Arthur Cranston, formerly United States Army, special representative of the Jeffery Company, requested that army "trailers," laden with scrap iron and stones, be hitched behind.

Two of these wagons were loaded and hitched to the quad. The truck, heavily laden, then pulled the trailers over the same difficult embankments, through the same cuts, and up the same steep stretches that it had traversed alone a few minutes before.

A regulation artillery set, with gun and caisson, were then hauled out and the quad began what was the most remarkable of all its performances of the afternoon.

It turned abruptly to the left and began a climb of a fifteen-foot embankment so steep that, as it started upward, the sharp angle reminded on-lookers of nothing so much as a spirited horse, thrown back on its haunches, its forefeet in mid air. The front wheels of the truck well up on the side of the embankment, and the rear wheels, in base, the quad, without the slightest hesitancy, climbed up to the top, hauling its train of artillery after.

Then, in rapid succession, it duplicated the performance it had made earlier in the afternoon, this time pulling—almost indifferently—the "trailers" it seemed—the artillery along in its wake.

Several of the embankments and gullies through which the quad pulled its heavy loads were so steep and afforded such poor traction that it is doubtful if even the most powerful of pleasure cars could climb them.

One of these was so sharp, both in descent and ascent, that the truck, as it went up the opposite side of the embankment, the "trailers" were pulled up the front of the truck, and the truck itself was pulled up the back.

But with modern construction, which is designed with speed constantly in mind, the element of speed has very little to do for the average spectator or participant.

One of the newspaper men who was present expressed his opinion of the future of a resume of the quad's exhibition. After the party left the parade ground for Washington, he remarked: "If I don't believe in the future of the automobile, I don't believe in anything."

The audience was made up as follows: Army—Col. Samuel Reber, Chief of Aviation Corps; Major Walter S. Signal Corps; Colonel Little and Baker of the Quartermaster Corps; Capt. Mortimer, Field Artillery; Capt. Wilson, Coast Artillery; Captains Kingman and Pauls, Engineer Corps; and Mrs. Britton, civilian ex-nert, Q. M.

Marine Corps—Major Roosevelt, Capt. Brockmire, Capt. Fortson and Capt. Williams. Navy—Capt. Wheeler and Chief Gunner Martin.

C. A. Carlson, local manager of the Trev Wagon Works, whose trucks were used in the test; J. S. Combs, head of the Combs Motor Company, Washington representative for Jeffery Company; H. B. Ducker, of the Post, and the Times automobile editor.

Terms Easily Understood In New Instruction Book

Fault frequently has been found with the hopeless character of some instruction books, from which owners are expected to learn how to operate and care for their motor cars. To the novice the average instruction book is about as understandable as a Chinese laundry list, while to even the most experienced it is often perplexing. Too many of these works are constructed upon the lines of a treatise intended for an engineer, and not for the purpose of taking up a course in mechanics.

Only the plainest and simplest English is used in the Studebaker instruction book. It is excellently illustrated, so that every part of the car can be readily understood and located. The book offers suggestions that mean for longer life of an automobile; describes the controls in detail, how to raise and lower the Studebaker one-man top, how to mount a spare rim, and the simple method of changing tires on the specially constructed Studebaker demountable rims. The functions and operation of the carburetor and the electrical lubrication and motor cooling systems are fully described. No detail is overlooked.

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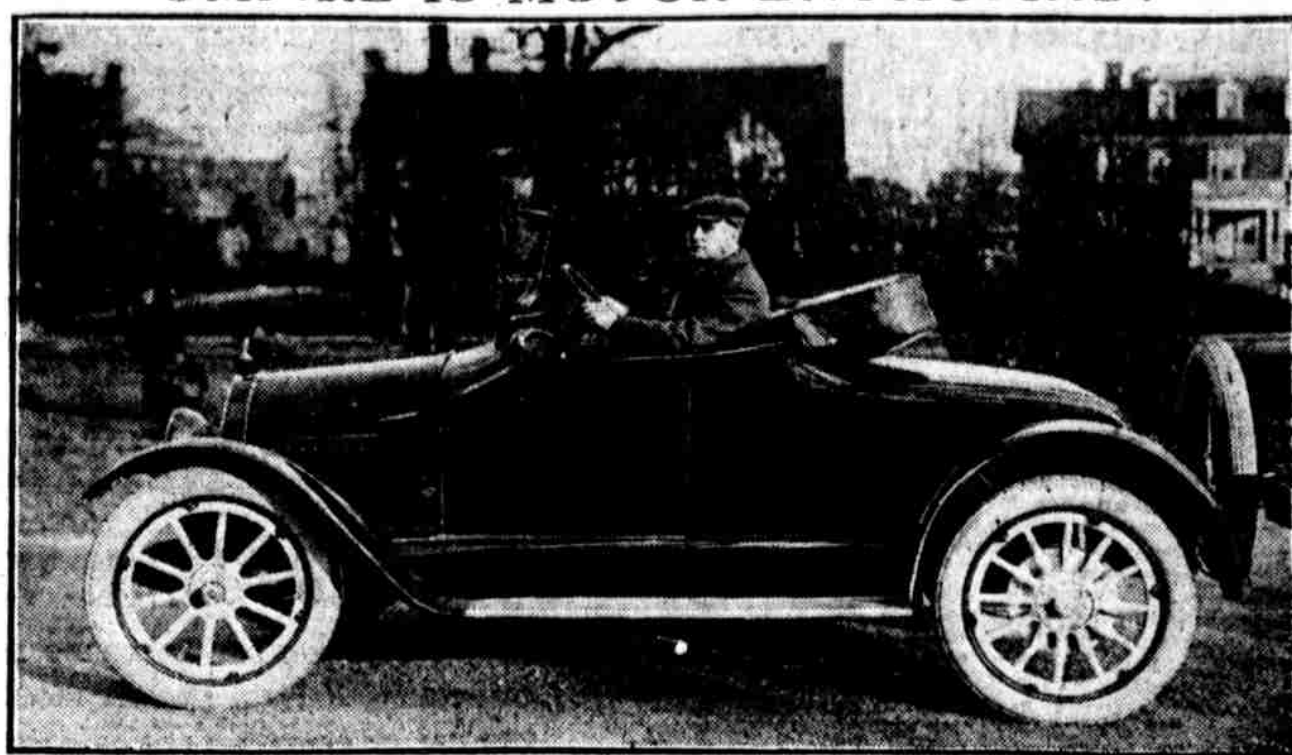
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SPEED BIG FACTOR IN MOTOR SAFETY

What are the factors which make a motor car safe?

This is a question on which motorists are beginning to agree, although there has been a great deal of discussion regarding it during the past years.

In the first place, is speed a danger or a safety factor? At first blush, one would be inclined to say "danger," but W. E. Stalnaker, of the Pathfinder Company, makes the startling statement that speed is one of the most pronounced contributors to safety that a motor car possesses, providing, always, that other essential conditions are right.

He cites, for example, the number of accidents in motor car racing when motors were slow, as compared to the comparative freedom from accidents in the recent high speed events where the time ran higher than one hundred miles per hour.

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St. Louis Motorcycle Police Are "Fordized"

The motorcycle squads of all important cities have done nearly everything to make themselves less conspicuous to the joyrider and the chauffeur who thinks speed laws are made only to be broken. They have donned citizens' clothes, khaki uniforms, etc., but the weather eye of the motorist usually is given considerable exercise through backward glances, as with the other he reads the sign, "Speed limit fifteen miles an hour," and then steps on the accelerator until the speedometer registers twenty, twenty-five and over an hour.

St. Louis speeders have the habit of slowing down at the sight of every motorcycle and then picking up again as soon as they discover that it is not a police department cycle. Because of this it has become almost impossible for the Mound City motorcycle squad to obtain evidence of speeding or to make arrests.

To meet the emergency the speed-chasing policemen will use Ford roadsters, several that have been used for less exciting work in the police department having been assigned to the motorcycle squad. The policemen in the Ford speeders will wear civilian clothes, and it is expected that speed law violators will be unable to recognize the police Ford from the many others to be seen on the streets.

"The addition of the Ford," says Chief Young, of St. Louis, "is expected to add an element of uncertainty which will deter speeders, whether or not the Ford is able to overtake them. If the driver who has concluded to speed sees in every Ford which he passes a possible police officer, he will move more slowly. If he does speed and the officer is as close as the policeman close enough to the offender to get the license number, and that is all we need."

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MOTOR FIRM OPENS DOWNTOWN HOUSE

The Columbia Automobile Supply Company, of 3037 Fourteenth street northwest, has outgrown the quarters it has occupied in Mt. Pleasant during the last decade, and has just opened one of the largest downtown supply houses in Washington.

The new situation is the northeast corner of Thirteenth and H streets, and the building has just been remodeled from basement to roof to accommodate the several departments of the company. Three entire floors of this building will be used. The first as a showroom for the Reading Standard motorcycle, for which this concern is Washington representative; automobile, motorcycle, and bicycle tires, tubes, parts, and accessories; the second and third for stock and storage rooms, and the basement for the oil and gasoline storage.

Robert L. Sonne, proprietor, has placed Courtney M. Marcy in charge of the new branch. Being a Washington man and personally acquainted with the majority of automobile enthusiasts in the city, Mr. Marcy's appointment to the new position is expected to be received with satisfaction by the motoring public. For the last three years he has been connected with the mechanical department of Miller Bros. Automobile Supply House, and is generally given credit with knowing "how to make an automobile from a tin can."

Besides tire repair for automobiles and motorcycles, the new branch will have a complete bicycle repair shop for both the tires and framework. As soon as the pipe line can be laid to the side-walk, the new branch will be at cost. This will be within a few days.

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MOTOR CAR FIRM TO DEVELOP AEROS

President H. B. Joy Explains
Why Packard Company Will
Enter Field.

When asked as to the reported activity of the Packard Motor Car Company in the aeronautical field, President Henry B. Joy made the following statement:

"Yes, it is true that the Packard Company has felt that on account of the elaborate engineering studies which it has accomplished in recent years which have led it to the Twin Six type of motor, that it has become incumbent upon it to develop aircraft motors for military purposes."

"I have recently ridden in one of the best American aeroplanes, studying the application of an aeroplane motor to the wants of aircraft. Some of our directors have done considerable aeroplane riding and know the serious needs of the aeroplane art for the very best motors which can possibly be produced."

"It is probably unusual for a corporation to go out of its way to produce such military devices as aeroplanes, but because the demand for them will probably be uncertain. Yet our directors feel that it is a part of the serious wants of our country in this country to mobilize its facilities into such form as that they might be availed of in time of need. We feel that our Government is going to find important need of co-operating in the development of what would be the serious wants of our country in time of military trouble, in case such an unfortunate condition should come to pass."

"I feel that I have understated the proposition as to the views which our directors hold of the duties of manufacturers in this country to work in co-operation with the Government officials so that we may be ready for any contingency. Our company feels that it is its duty to carry on this work toward the condition of military preparedness which all our directors thoroughly believe is the important necessity of the day."

This is not because we are of a warlike disposition. But three out of seven directors of the Packard company have served in the United States army or navy in time of war, and two others have served long tours of duty in the Michigan State troops. It is not, therefore, unnatural that our company realizes to a greater extent than the average manufacturer the very serious distress which would exist in time of war, if the new branch of engineering being available on sudden call to meet the conditions of war which always occur with surprising suddenness."

"We had not contemplated making any public announcement of our activities along these lines, but since the rumors have reached your paper, and you have asked me for a statement of motors in the neighborhood of 100 horsepower and 30-horsepower for light aircraft, I should not state that we are engaged in seeking to develop aeroplane motors."

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Island Fables MOTORDOM

The Wising of the Lonesome Rube.

By MONTE W. SOHN.

Once upon a time there was a Regular Guy who earned the Title without battling Kid Boose for the Championship. He didn't know every Bartender in the town by his first name but he knew where they held forth and when the Bunch was headed for the Imitation Mahogany he usurped the Privilege for the first Round. He did not consider that he was a Pillar of the Smirch, nor did he believe the Next Stop was Purgatory Junction.